



500.33 Traffic Direction and Control

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POLICY

The Hendry County Sheriff's Office will provide for the safe and efficient flow of vehicular and pedestrian traffic.

PROCEDURE

A. Traffic Direction

1. Sworn and civilian personnel will perform traffic direction as follows:
 - a. In the interest of public safety and efficiency.
 - b. To preserve a crime scene.
 - c. To facilitate the safe passage of the public at special events involving a large flow of vehicular or pedestrian traffic.
 - d. Civilian personnel may assist with traffic direction under the supervision, or at the direction of sworn agency personnel.
 - e. All Sheriff's personnel whether civilian or sworn, will wear the agency issued reflective traffic vests when directing traffic.

B. Roadblocks

1. A roadblock is a barricade or other obstruction of a roadway to reroute, stop, or prevent the continued movement of vehicles on the roadway; does not include the use of issued tire deflators. For traffic direction and control, fixed, stationary, and moving roadblocks are authorized.
 - a. The danger inherent in the use of roadblocks mandates that they should be used only after lesser means of traffic control have either failed or have been determined to be ineffective or impractical.
 - b. Circumstances where roadblocks may be used include, but are not limited to:
 1. containment or isolation of crime scenes
 2. riots
 3. civil disorders
 4. prevention of entry or exit from restricted zones
 5. limiting or stopping traffic flow during an emergency situation or adverse conditions
 6. special events (e.g., parades); the need for a roadblock should be specified in the prepared Operational Plan prior to the event.

7. For vehicle apprehension/pursuit, refer to Procedure 500.29 for specific parameters; this procedure does not apply to vehicle apprehensions.
 - c. Criteria for establishing a roadblock shall require that hazards or risks to the general public would be greater in the absence of a roadblock.
 - d. When a roadblock is determined to be necessary, the following procedure shall be followed:
 1. Deputy will request approval from, or direction from, a supervisor with the rank of sergeant or above; depending on the situation the supervisor will determine the need for supervision to be on the scene.
 2. Assemble the members and equipment necessary to establish the roadblock;
 3. Brief all members assigned to the roadblock with the purpose of the roadblock, limitations imposed, and specific duties to be performed;
 4. Establish the roadblock; the roadblock should provide an escape route for law enforcement officers and the public;
 5. Deploy tire deflating device if situation warrants;
 6. Advise patrol supervisor and the Telecommunications Center of the time the roadblock was initiated. The Telecommunications Center should also be advised of the location of the roadblock and the units involved.
 7. The patrol supervisor should continuously monitor the roadblock to ensure that it is fulfilling its function, meeting criteria, and is not presenting unnecessary safety risks. If any of these situations occur, any supervisor is authorized to cancel it;
 8. The roadblock shall be immediately discontinued upon accomplishing its goal or when the risks involved outweigh public safety. Any sworn member on the scene may cancel a roadblock if one of these two situations occur and the patrol supervisor concurs, and;
 9. Advise the patrol supervisor and the Telecommunications Center of the time the roadblock was discontinued.
 - e. Traffic checkpoints in conjunction with driving under the influence (DUI), narcotics, vehicle defects, and/or driver's license enforcement will be conducted in accordance with procedure.
- C. Fire Scene Traffic Control
1. A traffic control perimeter will be established near fire scenes to control access to the scene but at a sufficient distance from the actual fire to prevent injury to personnel and damage to property.
 2. An unobstructed traffic lane should be maintained for use by emergency vehicles entering or leaving the scene.
 3. A location should be designated for pedestrians, spectators and news media.
- D. Special Events
1. The designated commander in charge of personnel assigned to a special event will be responsible for the deployment and management of all units, traffic control personnel, and equipment.

2. Consideration will be given to all factors and documented on an operational plan prior to each special event. The affecting, safe and efficient movement of traffic including, but not limited to, the following:
 - a. Ease of access and clearly designated parking.
 - b. Emergency vehicle access to the area.
 - c. Alternate routes for vehicular traffic.
 - d. Temporary traffic control devices.
 - e. Provisions for news media access.
 - f. Logistical requirements
 - g. Crowd estimate and crowd control issues
 - h. Proposed budget impacts.
 - i. Special Units needed
 - j. The assignment of deputies inside and outside of the agency, which including reserve deputies, explorers, and Volunteers In Patrol.
 - k. Provisions for relief of personnel assigned to traffic posts.
 3. At the Conclusion of each special event, the event coordinator prepares an after action report and forwards thru chain of command to the Chief Deputy.
- E. Manual Control of Traffic
1. Deputies will exercise discretion and carefully weigh factors including, but not limited to, the following:
 - a. Existing roadway congestion
 - b. Adverse weather conditions
 - c. Traffic volume and speed
 - d. Estimated duration of the congestion period
 - e. Personnel availability and safety
 2. If manual control is performed at an intersection, existing automated signals will be turned off when possible.
 3. Deputies will utilize their agency issued reflective vests at all times when manually directing traffic.
 4. When more than one deputy is involved in manual traffic direction or control at the same scene, the first deputy on the scene will assume the responsibility of coordinating the traffic control until relieved by a supervisor.
 5. Whistle signals will be coordinated with hand signals as follows:
 - a. **STOP:** One long whistle blast.
 - b. **PROCEED:** Two short whistle blasts.
 - c. **ATTENTION:** A series of short whistle blasts.
 6. The following procedure will be used when utilizing hand and arm traffic control signals:
 - a. **STOP:** The arm is extended at shoulder level with the palm facing forward and the fingers pointing upward.
 - b. **PROCEED:** A waving motion across the chest, arm bending at the elbow indicating the direction of travel.
 - c. **TURNS:** The arm and hand is pointed at the lead car in the line of traffic to be turned, and then a pointing motion in the direction that the traffic is to proceed.
- F. Manual Operation of Traffic Signals
1. The decision to initiate manual control of traffic signal devices will be based on traffic conditions and the limitations of the signal device.

2. Point control of traffic at an intersection normally controlled by a traffic signal will be accomplished by:
 - a. Turning off the signal at the signal breaker box, if possible.
 - b. Switching the signal light to “flash” mode if it cannot be turned off.
 - c. Proceeding with manual traffic control as described.
 3. Traffic will be stopped and/or drivers alerted that the signal is going to be changed prior to activation of the “flash” switch or turning off the signal light.
 - a. Visually confirm that the lights are flashing, amber for the primary roadway and red for the secondary roadway, or that the signal light is off.
 4. Prior to returning the intersection to automated control ensure traffic is stopped in all directions. Verify that the signal lights are functioning properly. Signal to all stopped drivers that they are to proceed according to the traffic lights and leave the intersection safely.
 5. When signal lights operating in the flash mode are controlling satisfactorily it is not necessary for agency personnel to manually direct traffic.
- G. Temporary Traffic Control Devices
1. Temporary traffic control devices may be employed for a variety of traffic conditions including but not limited to:
 - a. Emergency conditions such as crashes, fires, hostage situations, civil disturbances or road obstructions.
 - b. Non-emergency situations such as parades, sporting events or other planned events involving large gatherings of people and/or vehicles.
 2. Some basic type of temporary traffic control devices and their uses are as follows:
 - a. Marked patrol vehicles - to block a particular area or street or to provide warning to approaching motorists.
 - b. Barricades or Rope - to block an area or street or to detour traffic to another area.
 - c. Traffic Cones or Flares – to channel traffic away from a situation or hazard.
 - d. Portable Light Signs – to advise motorists of special information or traffic hazards.
- H. Adverse Road or Weather Conditions
1. When the normal flow of traffic is impaired due to adverse road or weather conditions, officer safety will be the primary consideration.
 - a. Additional equipment and personnel may be required to adequately perform traffic control in a safe and efficient manner.
 - b. Deputies requiring additional equipment or personnel will make such requests through their immediate supervisor.

DEFINITIONS

SPECIAL EVENT – Any parade, march, demonstration, protest, rally, or festival, that have additional logistical requirements in addition to the normal operational requirements of the agency.

REFERENCES

State/Federal Regulations:

None

CFA:

CFA Standards 17.09, 18.07, 18.08M, and 18.10M

Forms:

None

Other Policy/ Procedure References:

500.61 Checkpoint